

**CONFIDENTIAL**

Approved For Release 1999/09/24 : CIA-RDP82-00457R005800680002-6

CLASSIFICATION <del>SECRET-CONTROL/US OFFICIALS ONLY</del> 25X1A	
COUNTRY Soviet Zone of Germany	REPORT NO. [REDACTED]
TOPIC Staaken Airfield	
25X1X	25X1A
EVALUATION [REDACTED] (except as noted)	PLACE OBTAINED [REDACTED]
DATE OF CONTENT [REDACTED]	25X1A
DATE OBTAINED [REDACTED]	[REDACTED]
REFERENCES [REDACTED]	[REDACTED]
PAGES 2	ENCLOSURES (NO. & TYPE) 2 - one sketch on ditto 6 photographs
REMARKS	25X1A
<b>RETURN TO CIA LIBRARY</b>	

SOURCE 25X1X [REDACTED]

25X1X [REDACTED]

25X1A

1. There were parachute jumps over the Staaken (N 53/Z 65) airfield at 6:30 p.m. on [REDACTED] 1950. A twin-engine DC-3 transport flew over the field at an altitude of about 2,500 to 3,000 meters. A parachutist jumped from the plane over the village of Dallgow (N 53/Z 65). He landed at the railroad overpass across the Dallgow-Falkensee (N 53/Z 65) highway and was picked up by an ambulance. In the meantime the plane circled and, while over Dallgow, dropped another parachutist who landed near the radio station west of the field. This parachutist then walked to the airfield. After flying another circle three parachutists jumped in rapid succession. The first man made a normal landing, but the parachutes of the other two men became fouled. One of the two men dropped for about 100 meters before his emergency chute opened and he made a safe landing. Both jumpers were picked up by an ambulance. (1)

25X1A

2. Nineteen single-engine, low-wing monoplanes with in-line engines, cut-off wing tips and an antenna rod forward of the cockpit, were at the field on [REDACTED] 1950. (2) Eleven twin-engine transports with single rudder assemblies, and five twin-engine planes, which appeared to be larger than the other eleven aircraft, were standing in front of the hangars. (3) Photographs of the aircraft and the radio station located 800 meters west of the field were obtained. (4)

25X1A

3. Fifty-three single-engine planes, and three twin-engine aircraft were counted at the field on [REDACTED] 1950. (3)

Description of single-engine plane: Low-wing monoplane, middle section of wings straight, cut-off wing tips bent upward, one in-line engine, three-bladed propeller, rudder assembly slanting forward and straight at the rear, full-view cockpit, probably two-seater with machine gun firing to the rear. Antenna rod, about 75 cm high, set forward and right of cockpit. Painted green-gray, propeller hub red. White-bordered, red Soviet star on rudder assembly and fuselage, and white number on fuselage. Consecutive numbers from 21 to 27 and 45 to 50 were seen.

CLASSIFICATION ~~SECRET-CONTROL/US OFFICIALS ONLY~~Document No. 2  
No Change in Class.☒ Declassified

Class. Changed To: TS S C

Auth: HR 10-2

Date: 03 JUL 1978

By: 24

**CONFIDENTIAL**

This document is hereby regraded to **CONFIDENTIAL** in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Approved For Release 1999/09/24 : CIA-RDP82-00457R005800680002-6

Next Review Date: 2008

**CONFIDENTIAL**~~SECRET-CONTROL~~/US OFFICIALS ONLY

2

25X1A\*

3. No flights were made between 8:15 and 11:30 a.m. Two marching columns, each of about 120 to 135 air force soldiers, left the field through the main gate at 9 a.m. The soldiers, who averaged about 24 or 25 years of age, were under the command of a junior sergeant. Sheep were grazing on the landing field. Five fuel trucks were at the fuel dump. No other motor vehicles were seen.
5. The radio installation west of the field consisted of an unnumbered radio truck; an antenna tower 15 meters high; a searchlight; a wooden shed, 3 x 4 meters, with a generator; and a group of four radio towers, each 12 meters high, with a wooden cabin which was 3 meters square; and a truck without a number. Two beacon lights directed toward the field have been set up recently. A telephone line led to the barracks from the radio station, a second line ran to the northwestern corner of the field and a double line ran to Dallgow.

25X1X

6. Aircraft observed at the field on [REDACTED] 1950 included six single-engine ground attack planes in front of the hangar east of the flight control station; eleven or twelve ground attack planes in front of the westernmost hangar; ten ground attack planes in the northeastern corner of the field; sixteen ground attack planes in the eastern section of the field; and four twin-engine transports in front of the hangars. (3) The interior of the hangars could not be seen. The silvery twin-engine transports which were previously seen were no longer there. The weather was fair between 4 and 5 p.m. but there was no flying.

25X1A

7. From 40 to 50 single-engine ground attack planes and four twin-engine transports, all of them covered with tarpaulins, were standing at the field on [REDACTED] 1950. (3) The weather was fair between 4:30 and 5 p.m. but no flights were made.

25X1A

Comments.

25X1A

25X1A

- (1) Parachute jumps were observed by the same source on [REDACTED] 1950. See [REDACTED] MGL-7333. To date, no other source has confirmed parachute jumps over the Staaken airfield. No parachute unit is believed to be stationed in Staaken. It is possible that the air transport unit which is stationed in Staaken is being used for parachute training similar to that observed with the air transport regiment in Altenburg.

- (2) For layout sketch of airfield, see Annex 1.

- (3) The statements on aircraft strength were supplied by [REDACTED] and [REDACTED] and agree approximately. The strength has not changed since May and June 1950.

25X1A

[REDACTED]. One ground attack regiment and one air transport unit, probably a squadron, are still believed to be in Staaken. The ground attack regiment is equipped with IL-10s, described in paragraph 3, and the air transport regiment is equipped with LI-2s and IL-12s.

- (4) For photographs, see Annex 2.

25X1A

2 Annexes: 1. Staaken Airfield (sketch)

2. 6 photographs of Staaken airfield.

~~SECRET-CONTROL~~/US OFFICIALS ONLY**CONFIDENTIAL**